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Editorial Notes

AMENDMENTS

2021—Pub. L. 116-283, div. C, title XXXV, §3511(b), Jan. 1, 2021, 134 Stat. 4419, which directed amendment of this analysis by adding item for chapter 534 “at the end”, was executed by adding the item for chapter 534 after the item for chapter 533 to reflect the probable intent of Congress.

2019—Pub. L. 116-92, div. C, title XXXV, §3521(b), Dec. 20, 2019, 133 Stat. 1997, added item for chapter 532.

2008—Pub. L. 110-181, div. C, title XXXV, §3523(a)(6)(E), Jan. 28, 2008, 122 Stat. 600, added item for chapter 541.

2007—Pub. L. 110-140, title XI, §1121(b), Dec. 19, 2007, 121 Stat. 1762, added item for chapter 556.

2006—Pub. L. 109-304, §8(a), Oct. 6, 2006, 120 Stat. 1555, amended subtitle analysis generally. Prior to amendment, analysis consisted of item for chapter 531 “Maritime Security Fleet”.

PART A—GENERAL

CHAPTER 501—POLICY, STUDIES, AND REPORTS

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Editorial Notes

AMENDMENTS

2015—Pub. L. 114-92, div. A, title X, §1074(c)(2), Nov. 25, 2015, 129 Stat. 997, substituted “Submission of an-

¹ So in original. Does not conform to chapter heading.

nual MARAD authorization request” for “Reports to Congress” in item 50111.

§ 50101. Objectives and policy

(a) OBJECTIVES.—It is necessary for the national defense and the development of the domestic and foreign commerce of the United States that the United States have a merchant marine—

(1) sufficient to carry the waterborne domestic commerce and a substantial part of the waterborne export and import foreign commerce of the United States and to provide shipping service essential for maintaining the flow of the waterborne domestic and foreign commerce at all times;

(2) capable of serving as a naval and military auxiliary in time of war or national emergency;

(3) owned and operated as vessels of the United States by citizens of the United States;

(4) composed of the best-equipped, safest, and most suitable types of vessels constructed in the United States and manned with a trained and efficient citizen personnel; and

(5) supplemented by efficient facilities for building and repairing vessels.

(b) POLICY.—It is the policy of the United States to encourage and aid the development and maintenance of a merchant marine satisfying the objectives described in subsection (a).

(Pub. L. 109-304, §8(b), Oct. 6, 2006, 120 Stat. 1556; Pub. L. 111-84, div. C, title XXXV, §3511, Oct. 28, 2009, 123 Stat. 2722.)

HISTORICAL AND REVISION NOTES

Revised Section	Source (U.S. Code)	Source (Statutes at Large)
50101	46 App.:361.	June 5, 1920, ch. 250, §1, 41 Stat. 988; Exec. Order No. 6166, June 10, 1933, §12; June 29, 1936, ch. 658, title II, §204, title IX, §904, 49 Stat. 1987, 2016; Pub. L. 97-31, §12(33), Aug. 6, 1981, 95 Stat. 156.
	46 App.:391.	May 22, 1928, ch. 675, §1, 45 Stat. 689.
	46 App.:1101.	June 29, 1936, ch. 858, title I, §101, 49 Stat. 1985; Pub. L. 91-469, §1, Oct. 21, 1970, 84 Stat. 1018.

This section consolidates the source provisions to eliminate repetition.

Editorial Notes

AMENDMENTS

2009—Subsec. (a)(4). Pub. L. 111-84 inserted “constructed in the United States” after “vessels”.

§ 50102. Survey of merchant marine

(a) IN GENERAL.—The Secretary of Transportation shall survey the merchant marine of the United States to determine whether replacements and additions are required to carry out the objectives and policy of section 50101 of this title. The Secretary shall study, perfect, and adopt a long-range program for replacements and additions that will result, as soon as practicable, in—

(1) an adequate and well-balanced merchant fleet, including vessels of all types, that will